

OUR BOOKING DEPARTMENT
HAVING been REOPENED
BRIEFLY with a large as-
sortment of the latest EUROPEAN
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
stitches and dash, and of
very moderate rates.

CHINA MAIL OFFICE.

No. 9995.

號一月三日五十九百八千一英

Established FEBRUARY, 1845.

HONGKONG, FRIDAY, MARCH 1, 1895.

日五月初二年乙

PRICE, \$2.50 PER MONTH.

AGENTS FOR THE CHINA MAIL.

London: F. A. GALE, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE SPENCE & CO., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.O. BATES & CO., 37, Walbrook, E.C. SAMUEL DRACON & CO., 15 & 16, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E.O. ROBERT WATSON, 150, Fleet Street. PARIS AND EUROPE:—MAYENCE, FAIVRE & CO., 18, Rue de la Grange Bateliere. NEW YORK:—J. STEWART HAPPER, THE UNIVERSAL EVANGELIST OFFICE, 55, West 22d Street. SAN FRANCISCO and American Ports generally:—DEAN & BLACK, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, Melbourne and Sydney. GEYTON:—W. H. SMITH & CO., THE AUTOPHARMACEUTICAL CO., OXFORD, WALTER LTD., Singapore. CHINA:—Mexico, A. A. DAUZ, Amoy, N. Mon & CO., LIMITED, Foochow, HARRIS & CO., Shanghai, LING, CLEWLAND & CO., and KELLY & WATSON, London, LANT, CRAWFORD & CO., and KELLY & CO.

Banks.

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED. SUBSCRIBED CAPITAL, £2,000,000. CAPITAL CALLED UP, £251,023.15.0.

Bankers: CAPITAL & COUNTRY BANK, LIMITED. Head Office: 3, PRINCES STREET, LONDON.

Branches: BOMBAY, CALCUTTA, HONGKONG & SHANGHAI. Agencies: PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST Allowed on Current Accounts and Fixed Deposits can be ascertained on application. Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD, Manager.

Hongkong, November 6, 1893.

THE NATIONAL BANK OF CHINA, LIMITED. AUTHORIZED CAPITAL, £1,000,000. SUBSCRIBED CAPITAL, £500,000.

HEAD OFFICE—HONGKONG. Court of Directors.

D. GILLIES, Esq., H. STOLZENFELD, Esq., CHAN KIN SHAN, Esq., CHOW TUNG SHAN, Esq., KWAN HOI CHUEN, Esq., Chief Manager.

Geo. W. F. PLAYFAIR, Interest for 12 months, Fixed 5%.

Hongkong, October 23, 1894.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, £10,000,000. RESERVE FUND, £3,500,000. RESERVE LIABILITY OF £10,000,000. PROVISIONS.

Court of Directors: J. S. MOSES, Esq.—Chairman.

J. KRAMER, Esq.—Deputy Chairman.

R. M. GRAY, Esq., S. C. Michaelsen, C. J. Holiday, Esq., Hon. J. J. Koswick, D. R. Samson, Esq., Hon. A. McConachie, N. A. Siebs, Esq.

Chief Manager: T. JACKSON, Esq.

Manager: Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—For 3 months 3 per cent. per annum.

12 6 6

12 6 6

T. JACKSON, Chief Manager.

Hongkong, February 16, 1895.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL, £1,500,000. SUBSCRIBED, £1,125,000. PAID-UP, £602,500.

Bankers: LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the rate of 2% per annum on the daily balance.

ON FIXED DEPOSITS:—For 12 months, 5% For 6 months, 4% For 3 months, 3%.

JOHN THURBURN, Manager, HONGKONG.

Hongkong, June 16, 1893.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer at their option balances of £100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 3% PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation, T. JACKSON, Chief Manager.

Hongkong, May 15, 1893.

CHAN A-TONG, COAL, COKE, AND COAL TAR MERCHANT.

No. 1, ARABIA STREET, EAST, 1895.

The China Mail

Established FEBRUARY, 1845.

THE HONGKONG CHINESE MAIL
44 日子
Hongkong, No. 1, ARABIA
STREET, EAST.
Established, 1845.
Over-Sea Mail
Manager and Publishers.
SUBSCRIPTION
For Postage, £1.00 per month.
For Telegraphic Correspondence, £1.00 per month.

No. 9995.

Intimations.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

28, Queen's Road Central.

A ASBESTOS PACKINGS of every description.
ASBESTOS SHEETINGS, MILLBOARDS, &c.
ASBESTOS NON-CONDUCTING COMPOSITION for COVERING
BOILERS and STEAM PIPES.
CANVAS CORE PACKING (Tuck Form).

SPECIAL ENGINE and CYLINDER OILS.

ASBESTOLINE, the Most Economical Lubricant, one pound equal to 5 gallons of Oil.

Messrs. BELL'S ASBESTOS Co. received the only Gold Medal awarded to the trade, at the Antwerp Exhibition, 1894.

ALL GOODS bearing TRADE MARK GUARANTEED.

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NOTICE TO SHAREHOLDERS.

THE Second Ordinary ANNUAL MEETING of SHAREHOLDERS will be held in the Office of the Company, No. 9, Praya Central, TO-MORROW, the 2nd March, 1895, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and Statement of Accounts to the 31st October, 1894.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th February to the 2nd March (both days inclusive).

By Order of the Board of Directors,

W. A. DUFF,
Secretary.

Hongkong, March 1, 1895.

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KIUNGCHOW DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 6.

BUOYAGE OF HAINAN STRAITS.

NOTICE is hereby given that the BILVERSCALE ROCK, which lies to the South-eastward of Hainan Head with Single Pairs bearing S. 69° W., magnetic, distant about 18½ cables, and has a depth of 34 fathoms on it at low water of spring tides, is now marked by a BLACK CONICAL Buoy surmounted by a black triangular cap.

The Buoy is moored in 9½ fathoms, about 1½ cables to the North-eastward of the rock, and must be left on the port hand by vessels entering the Straits from the eastward.

The MAPEE ROCK Buoy has been REMOVED.

DIRECTIONS.

With the Riverside Rock Buoy in the position above described, and the Hainan Head Bank Buoy and Hainan Reef Buoys in their advertised positions, vessels using the South Channel should steer to pass the two former buoys at about 3 cables, taking care to guard against being set towards the shore, and remembering that it is safe to borrow towards the banks on the starboard hand—of which the lead, which should be kept going, will give warning—while on the other side the bottom is rocky and uneven and the lead gives no warning.

The Hainan Reef Buoy may be rounded at a distance of 1 cable or more at discretion.

C. J. PRICE,
Acting Harbour Master.

Approved: F. S. UNWIN,
Acting Commissioner of Customs.

Custome House,
Klungchow, February 20, 1895.

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NOTICE.

THE Norddeutscher Lloyd Company's NEW STEAMER PRINZ HEINRICH will be ON VIEW on MONDAY AFTERNOON, the 4th March A.C., and Captain H. ECKHARDT and the Company's Agents will be pleased to see the RESIDENTS of HONGKONG on Board from 3 to 6 p.m.

Cards of Admission can be obtained at the Undesignated.

MELCHERS & Co.,

Agents.
Hongkong, February 25, 1895.

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TO PHOTOGRAPHERS—AMATEUR
AND PROFESSIONAL.

A SPECIAL EXHIBITION of PHOTOGRAPHY will be held in London shortly under the Auspices of the IMPERIAL INSTITUTE, it is accordingly proposed to make a Collection of Mounted PHOTOGRAPHS and place them on EXHIBITION in the Halls of the Old VICTORIA SOCIETY, where a Committee consisting of Messrs. J. B. COCHRAN, W. H. WICKHAM and O. H. GALE, will Select such Specimens as may be deemed worthy. PHOTOGRAPHS are requested to send in CONTRIBUTIONS freely not later than THURSDAY, March 7, for this purpose.

The Public are invited to view the COLLECTION on SATURDAY, March 9, from 2 p.m. till 7 p.m.

O. H. GALE.

Hongkong, February 20, 1895.

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COMFORTABLE ROOMS, with or without Board, at No. 4, High Street, near the Civil Hospital. Bath Rooms attached. Good view of the Harbour. Apply to Mr. LEWIS, at above address.

Hongkong, February 25, 1895.

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O. H. GALE.

Hongkong, February 20, 1895.

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Business Notices.

W. POWELL & CO.

NOW SHOWING.

SPECIALITIES IN FOULARD SILKS

AND FIGURED DELAINES.

W. POWELL & CO.

Hongkong, February 25, 1895.

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

THE Co.'s Steamship TITAN.

G. RAMSEY, Comdr.

will be despatched at

above on MONDAY, the 4th March, at

3 p.m.

The attention of Passengers is directed

to the Superior Accommodation offered

by this Steamer. First-class Cabins

are situated forward of the Engine.

A Refrigerating Chamber ensures the

Supply of Fresh Provisions during the

entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWINE, Agents.

Hongkong, February 21, 1895.

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Intimations.

To-day's Advertisements.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twenty-Sixth Ordinary Annual MEETING of SHAREHOLDERS in the above Company will be held at the Offices of the Company, Pedder's Street, on SATURDAY, the 8th Instant, at Noon, to receive a Statement of Accounts to 31st December, 1894, and the Report of the General Managers, and to elect a Committee and Auditors.

The Transfer BOOKS of the Company will be CLOSED from the 23rd Instant to the 9th Instant, both days inclusive.

JARDINE, MATHESON & CO., General Managers, Hongkong Fire Insurance Co., Ltd. Hongkong, February 11, 1895. 310

THE STRAITS INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that the Eighteenth Ordinary General MEETING of SHAREHOLDERS, will be held at the Head Office of the Company, Pinlayson Green, SINGAPORE, on THURSDAY, 21st March, 1895, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors, and the Statement of Accounts, to the 31st December, 1894.

The Transfer BOOKS of the Company will be CLOSED from the 8th to the 21st March, both days inclusive.

By Order of the Board of Directors, Wm. MACBEAN, Agent, HONGKONG BRANCH. Hongkong, February 16, 1895. 342

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Kutsang* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon on SATURDAY, 2nd March, will be landed at Consignees' risk and expense into Godowns at East Point. No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, February 28, 1895. 414

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Oceanus*, Captain J. BENMEN, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Underwriters, and to take delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. on the day of discharge.

Any cargo impeding her discharge will be stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th March will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 6th March. No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, February 27, 1895. 407

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI (DIRECT).

(Taking Cargo & Passengers at through rates for HANKOW, HANKOW and Ports on the YANGTZEKE.)

The Co.'s Steamship *Taiwan*, Capt. H. W. Hooe, will be despatched as above to MORROW (SATURDAY), the 2nd Inst., at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, March 1, 1895. 424

FOR SHANGHAI.

The Steamship *Nanyang*, Capt. F. SCHULZ, will be despatched for the above Port on MONDAY, the 4th Instant, at 4 p.m., instead of as previously notified.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, March 1, 1895. 425

FOR ILOHO.

The Steamship *Jacob Uderichsen*, Capt. HANSEN, will be despatched as above on TUESDAY, the 5th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, March 1, 1895. 429

NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG & BOMBAY.

Having connection with Company's Mail Steamer to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LECHORN), and GENOA; all MEDITERRANEAN, AFRICAN, LEVANTINE and SOUTHERN AMERICAN PORTS, up to CALLAO. Taking cargo at through rates to PERSIAN GULF and BAGDAD.

The Steamship *Bornia*, Capt. D. N. N. N. Master, will be despatched as above on WEDNESDAY, the 6th March, at Noon.

At BOMBA the Steamers are discharging in VICTORIA DOCK.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, March 1, 1895. 429

SHIPPING.

ARRIVALS.

March 1:—

Bornia, Italian steamer, 1,499, De

Negr. Enrico, Bombay February 8, and

Singapore 21, General—CARLOWITZ & CO.

Bornia, British steamer, 650, T. Hall,

Arrived February 28, and *Kutang* 23, General—DOUDWELL, CARLILL & CO., Agents.

Hongkong, March 1, 1895. 430

MAILS BY THE FRANCO PACKET.

The French Contract Packet *Ernest Simon* will be despatched on WEDNESDAY, the 6th Inst., with Mails for the United Kingdom, Europe, and places beyond, via Marseilles; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondicherry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in clearing the Mails, &c.

STANDARD 91/2 C.

Hongkong, March 1, 1895. 429

Vessels Advertised as Loading.

Destination	Vessel	Agents	Date of Loading
Amsterdam, &c.	Oceanus (4).	BUTTERFIELD & SWIRE	About March 15.
Hamburg & Ports o' Call	Prinz Heinrich (5).	NORDDEUTSCHE LIEDY	March 4, at 8 p.m.
Heilo.	Jacob Uderichsen (6).	BUTTERFIELD & SWIRE	March 5, at noon.
Verona (6).	P. & O. S. N. CO.	BUTTERFIELD & SWIRE	March 14, at noon.
London & Ports o' Call	Calliope (6).	P. & O. S. N. CO.	March 6, at noon.
London, v. Marseilles	Japan (6).	P. & O. S. N. CO.	About March 27.
London, v. Suo Canal	Myrmidon (6).	BUTTERFIELD & SWIRE	March 17.
London	Malacca (6).	P. & O. S. N. CO.	About March 20.
Marseilles, v. Salou	Brace Simons (6).	MUNIGARAS MARITIME	March 6, at noon.
New York	Suez Canal (6).	DODWELL, CARLILL & CO.	About March 9.
New York	Sintra (6).	CARLOWITZ & CO.	About March 1.
Port Darwin, &c.	Tainan (6).	BUTTERFIELD & SWIRE	About March 15.
S. Francisco, v. Jap.	City of Rio de Janeiro (6).	PACIFIC S. S. CO.	March 4, at 3 p.m.
S. Francisco, v. Japan	Coptic (6).	P. & O. S. N. CO.	March 19, at noon.
S. Francisco	Tilie E. Starbuck	SHAWAN & CO.	Quick despatch.
S. Francisco	Queen Margaret	SHAWAN & CO.	March 2, at 3 p.m.
Shanghai	Taihang (6).	JARDINE, MATHESON & CO.	March 2, at 3 p.m.
Shanghai	Nanyang (6).	P. & O. S. N. CO.	March 9.
Shanghai and Kobe	Ganges (6).	P. & O. S. N. CO.	March 9.
Shanghai, Kobe & Y'ma	Asmara (6).	FATI & CO.	March 4.
Shanghai, Kobe & Y'ma	Macduff (6).	DODWELL, CARLILL & CO.	March 6.
S'pore, Havre & H'burg	Hurthia (6).	CARLOWITZ & CO.	March 6, at noon.
S'pore, Penang & C'pt.	Bornia (6).	SWATOW, AMOY & TAU	March 3, daylight.
Vancouver (B.C.)	Empress of Japan (6).	Douglas Lumsden & CO.	March 3, daylight.
Victoria (V.C.)	Sintra (6).	NOT. P. & S. C. & CO.	March 18, at noon.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—Forward leaves for Japan.

3 p.m.—Trivion leaves for Shanghai.

Meeting.

Noon.—Meeting of Shareholders of The Hongkong Brick & Cement Co., Ltd., at the Company's Office.

Auctions.

2.30 p.m.—Auction of Chinese Curios, &c., at Mr. Geo. P. Lammer's.

Miscellaneous.

Goods per *Kutang* undelivered after Noon landed.

2.45 p.m.—Competition of the Hongkong Rifle Association.

General Memoranda.

SUNDAY, March 3:—

8 a.m.—Excursion trip by Honam to Macao.

MORNING, March 4:—

2.30 p.m.—Auction of Household Furniture, &c., at the Residence of late Mr. Robert Fraser-Smith, Pedder's Hill.

5 p.m.—Meeting of Hongkong Cricket Club in Cricket Pavilion.

6 p.m.—Meeting of Zeilin Lodge.

TUESDAY, March 5:—

Goods per *Oceanus* undelivered after this date subject to rent.

Contribution of Photographs—Amateur and Professional to be sent in not later than this date.

FRIDAY, March 8:—

Noon.—Tenders for Army Contracts.

Exchange.

HONGKONG, March 1, 1895.

On London—

Bank, Wire,

On demand,

30 days sight,

4 months sight,

6 months sight,

12 months sight,

On Paris—

On demand,

Credits, 4 months sight,

On Berlin—

On demand,

Credits, 60 days sight,

On Bombay—

Wire,

On demand,

On Calcutta—

Wire,

On demand,

On New York—

On demand,

Credits, 60 days sight,

On London—

Bank, Wire,

On demand,

Credits, 4 months sight,

On Berlin—

On demand,

Credits, 60 days sight,

On London—

Bank, Wire,

On demand,

Credits, 4 months

The *Guy* steamer left Amoy on the 26th February with 146 Chinese passengers bound for the Straits. The *Chang Hock* left on the previous day with 738 passengers.

Parcels by all the best makers for Hiro or monthly payments at W. Robinson & Co.

The Taiping-shan Resumption Arbitration Board concluded its sittings this afternoon, when the President, His Honour Mr. E. J. Ackroyd, Acting Chief Justice, took the opportunity of thanking his colleagues, Mr. E. F. Alford and Mr. W. Danby, also the Government's officers and the lawyers engaged in the claims, for the assistance they had rendered. The Board has dealt with claims amounting in all to \$1,005,802.

CAPTAIN THE HON. F. M. ST. AUBYN of the Rifle Brigade died last night and was buried this afternoon at the Happy Valley. The deceased officer arrived in Hongkong about three months ago from home in command of a draft of recruits for his battalion. He had been invalided from India and has been in ill-health ever since his arrival in the Colony. Major J. T. St. Aubyn, who will be remembered as aide-de-camp to Sir William de Vos, the late Governor of the Colony, Major St. Aubyn, we understand, is heir to Baron St. Ivens.

Owing to pressure of our space we are compelled to hold over till to-morrow our report of the annual meeting of shareholders in Gen. Fanwick and Co., Limited. The Chairman expressed his regret at being able to recommend only a small dividend. The typhoon losses amounted to \$11,500. On the motion of the Chairman, seconded by Mr. Bailey, the report and accounts were adopted and passed; on the motion of Mr. Bailey, seconded by Mr. G. C. Cox, Messrs. Parlane and Rodger were elected to the Consulting Committee; and on the motion of Mr. R. O. Wilcox, seconded by Mr. Winterburn, Mr. T. Arnold was re-elected auditor.

A GOLFING correspondent of the *Straits Times* writes:—Some time ago, the Secretary of the Singapore Club wrote to Hongkong, asking whether it would be possible to arrange a match between four representatives of the two Clubs. He has received a reply warmly approving of such a trial of golfing strength, and I believe it is not unlikely that our men will visit the northern port in November. If they do, I entertain little doubt of their victory. The Hongkong links are on the race-course, as they are here, but there are no bunkers to speak of, and the round ought to be done by our four best players in an average of 80 or 82. I think, however, that Lowson can give even Stiven a point or two, but he is the only scratch player in Hongkong.

The following paragraph about the British dollar appears in the *British Trade Journal* for January:—It is a pity that the effigy of the Queen is to be stamped upon it, as Orientals, especially the Chinese and Japanese, have an aversion to images of their sovereigns or other rulers being placed on postal and revenue stamps and coins. The British coat of arms on one side, and the value of the coin in English, Chinese, and Malay on the other, would have proved more satisfactory. Perhaps it is not too late to make this slight alteration. Neither Chinese, Japanese, nor Burmese coins have human images on them. The absence of such emblem was the cause of the great popularity of the Mexican dollar, and of the Japanese subsidiary coins in China. The *British Trade Journal* must be incorrectly informed. Our contemporaries cannot be aware of the avidity with which the Hongkong subsidiary coins are bought up by the Chinese.

Krw Piano Repairing Machinery arrived for W. Robinson and Company.

Lucy Colin Campbell has succeeded, in passing all the other papers in London by securing as a contributor for her new paper, the *Reform*, the Sultan of Turkey.

Among the natural curios of Delhi is a hen just twenty-five years of age. The bird belongs to Mr. Jasius Skinner, and continues still to lay eggs regularly—in fact, Delhi!

Currency predictions are, as a rule, says the *Labour* paper, made only to the sanguine anticipations of the *Times*, regarding the effect of the circulation of the 'British dollar' in the Straits and elsewhere, may be fulfilled. We would like, however, to have our prophecies a little more precise than this, as appear from our telegram, for there is a moment suggestive of Zadok's. The promise that the British dollar will never a serious danger.

A CORRESPONDENT, writing by the *Times*, says:—Old residents of South Formosa will hear with unmixed regret of the death of Mr. David Moncrieff Wright. The news comes that he died 'peacefully' on the 2nd January, at his home in St. Andrews. It will be remembered, that Mr. Wright was compelled to leave his business last summer, in consequence of bad health, to try for a change to Japan world bring about an improvement in his condition. Under medical advice, however, he went home, and after a short spell in hospital at Giangow, left to join his friends at St. Andrews. Here his last days were spent with loving sisters, to whom all sympathy will be extended in their loss. Though he has died so far from South Formosa, his name is not, and never can be, forgotten by his many friends in China. A deep groan shadowed Amoy on receipt of the news by telegram from Amoy, and on Monday, the 11th Feb., all signs in the settlement were lowered in respect to his memory.—*Amoy Gazette*.

BRITISH MERCANTILE MARINE OFFICERS' ASSOCIATION.

ADDRESSED BY THE PRESIDENT.

Last night, a meeting of the members of the British Mercantile Marine Officers' Association was held in the 'Association Rooms, Praya Central, for the purpose of hearing a paper read by the President, Capt. H. C. A. Harris (of the Douglas steamer *Narrows*), President of the Association, occupied the chair.

The President said—Gentlemen,—It has often been suggested, that we should have a series of meetings here, after the manner of the London Shipmasters Society, or, not to go so far from home, our neighbour, the Institute of Engineers and Shipbuilders. I think it would be a most excellent plan, and should very much like to see members come forward with papers on any subject they may be particularly interested themselves, or that they think would interest the rest of us. I am not well enough up in any other subject myself, to write a paper, but I think I might give the thing a start, by a few words about ourselves and our Association.

THE ORIGIN OF THE ASSOCIATION.

The British Mercantile Marine Officers' Association has been in existence for nearly 5 years. Our beginning was humble. I was not an original member, and I don't know exactly how it did originate, but I believe with a few officers out of employment, and their landlord's avowed object being the good of the British Mercantile Marine Officer, as distinguished from the alien holding a British certificate. It was about the time that the officers went on strike in Australia, but before the miserable end was reached, and some of them made a great mistake at the outset in attempting to create a shipmaster who chose to employ an alien as an officer rather than a British.

I remember reading some letters in a newspaper, and I think the name of the Captain (since dead) and the steamer (*Shipst*). Those letters were the first intimation I had that there was such a body as the B.M.M.O.A. in existence: they caused considerable discussion amongst shipmasters and were not unnoticed in our employers' offices, and the general opinion was that it was a pestilential Trade Union sort of concern, established for the express purpose of fomenting discontent and disorder. That, however, was not the meaning of the majority, and Captain Ashton was asked to become President; he did, and in a short time 2 or 3 shipmasters joined (myself amongst them). We considered the object a good one and likely to benefit us as well as the junior officers, if properly managed; however the bad impression had been made and I am afraid still exists to a considerable extent, and very few masters joined. We have a good many masters on our list now, most of them got their command since becoming members, but I am sorry to say it's quite a common thing for a master to resign after attaining that rank.

SUNDAY CARGO WORKING ORDINANCE.

We were successful in our endeavours, and got a reply warmly approving of such a trial of Sunday Cargo Work. I was not affected by it at the time, having got beyond it, but I still remembered when I was a junior officer and how the big D. would occasionally slip out when he had to fully cargo on Sunday instead of going, say to church; and I am sure that the majority of our members feel that they have been benefited by the Ordinance, and I do not think that one employer lost much; but it has been through French and German steamers being allowed to work on Sunday without payment of fees; that is a master they are quite able to look after themselves.

PHOTOGRAPHY.

We failed in our efforts to get something done by the Government towards the protection of Pictures, but I think we all go to see fairly well armed now, and it will be said to be our own fault if we are caught unprepared. By the way, it's the same that we should hear of another attack being made—there was an attack and an attempt every 4 or 5 years for the last 30 years.

THE GREAT DOLLAR.

I don't think we have any other local grievances at present, except the low value of the dollar, but that affects everyone in China as well as ourselves, though I should like to take the difference in sterling between what our shipmates get and what I get to China, and what I get now, as a returning allowance, though I get a little more than they did. It's true a dollar buys nearly as much in Hongkong now as it did 20 years ago, except whisky, and taking all round I don't think there is quite as much of that used, but our profession is in a hard one, and we live to be old men, we shall not be able to follow it; therefore we are supposed to say something to support our past work, and it's just there that the pinches the man who put away \$100 14 years ago, though he had received a p.t. compounded interest and doubled it, has only the same amount of money for now.

THE THREE OFFICERS BILL.

Of course we all hope to see the Three Officers Bill become law, though that perhaps affects us less on the 'Chinese Coast' than in most other trades, but it's for the good of the profession generally; there are berths for them to fill, and the Board of Trade turns out 2nd Masters at the rate of 70 a month, 1st Masters at the same number and nearly as many masters; and I expect that between them the Colonies turn out about as many more, and one more is employed in every ship over 1000 tons, will be a distinct advantage to the profession, though it should only be to do with less sleep in a small ship than a big one? For my part I know that the smaller ship, the more one is exposed to the weather and the more welcome is the watch below: then again, the small ship is generally a Cruiser in port every day and at sea every night, both officers have to be about all day in harbour and divide night between them at sea. I once left Canton in a steamer of 700 tons carrying 2 officers. At about 6 p.m. I had the watch from 6 to midnight, then from 4 to 8 next morning, when we arrived in Hongkong during that watch and I had plenty to do till the ship left in the afternoon; I had the watch till 6 that evening and relieved the mate for his dinner at 7, came on deck again at midnight 4 a.m., arrived in Swatow before 7, both officers of course on deck sitting the harbour, left again in the evening, after having plenty to do while in port, kept watch from 6 to midnight, and from 4 to 8 next morning, arriving in Amoy in the watch all day in harbour and divide night between them at sea. Once I left Canton in a steamer of 700 tons carrying 2 officers. 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NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
NAPILES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIK PORTS;
ALSO,

London, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

The Company's Steamers will call
at SOUTHAMPTON to land Passengers
and Luggage.

N.E.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Prins Heinrich... | Monday | March 4.

Bayern..... | Monday | March 1.

Preussen... | Monday | April 29.

ON MONDAY, the 4th day of March,
1895, at 3 p.m., the Company's S.S.
PRINZ HINRICH, Capt. ENGELHARDT,
with MAIL, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at NAPLES and GENOA.

Shipping Orders will be granted till
Noon, on SATURDAY, the 2nd March,
Cargo and Specie will be received on
board until Noon, on MONDAY, the 4th
March, and Parcels will be received (at
the Agency's Office) until Noon, on SUN-
DAY, the 3rd March. Contents of Packages
are required. No Parcel Receipt will be
signed at less than \$2, and Parcels should
not exceed Two Feet Cubic in measure-
ment.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
Linen can be washed on board.

For further Particulars, apply to
MELOERS & CO.,
Agents.

Hongkong, February 11, 1895. 302

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES,
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDEJERI, MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX:

ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 6th March,
1895, at Noon, the Company's S.S.
ERNEST SIMONS, Commandant VIVIEN,
with MAIL, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m., the day previous to sailing. Parcels
will be received at the office until 5 p.m.,
same day; all Parcel Packages should be
marked to address in full; value
of same is required.

Consular Licences to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Pass-
enger and Freight, apply to the Agency of
the Company, No. 7, Praya Central.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Nagasaki), THURSDAY, Mar. 7,
Kobe, Inland Sea, at daylight.

Yokohama and (via Yokohama)...

City of Peking (via Nagasaki, Kobe, WEDNESDAY, April 17,
Inland Sea, at noon.

Yokohama) ...

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,

VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 10 knots.

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For further information as to Pass-
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J. S. VAN BUREN,
Agent.

Hongkong, February 20, 1895. 363

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BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX:

ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 6th March,
1895, at Noon, the Company's S.S.
ERNEST SIMONS, Commandant VIVIEN,
with MAIL, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m., the day previous to sailing. Parcels
will be received at the office until 5 p.m.,
same day; all Parcel Packages should be
marked to address in full; value
of same is required.

Consular Licences to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Pass-
enger and Freight, apply to the Agency of
the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, February 20, 1895. 363

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES,
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDEJERI, MADRAS, CALCUTTA, ADEN, SUEZ,
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